AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT	1. CONTRACT ID CODE	PAGE OF PAGES
		1 4

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. *(If applicable)*
0001	January 6, 2000		NAS Meridian

6. ISSUED BY CODE	7. ADMINISTERED BY *(If other than Item 6)* CODE
SP0600	

Attn: Brenda Hall/DESC-FPB/Suite 2941
Defense Energy Support Center
8725 John J. Kingman Rd., Suite 4950
Ft. Belvoir, VA 22060-6222
Phone: 703-767-9342 Fax: 703-767-9338

8. NAME AND ADDRESS OF CONTRACTOR *(No., street, county, State and ZIP Code)*	(X)	9A. AMENDMENT OF SOLICITATION NO.
	X	SP0600-99-R-0130
		9B. DATED *(SEE ITEM 11)*
		December 16, 1999
		10A. MODIFICATION OF CONTRACT/ORDER NO.
		10B. DATED *(SEE ITEM 13)*
CODE FACILITY CODE		

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☒ The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers ☐ is extended, ☒ is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning 1 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting and Appropriation Data *(If required)*

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

(X)	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: *(Specify authority)* THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES *(such as changes in paying office, appropriation date, etc).* SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	D. OTHER *(Specify type of modification and authority)*

E. IMPORTANT: Contractor ☐ is not, ☐ is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION *(Organized by UCF section headings, including solicitation/contract subject matter where feasible.)*

SEE PAGE 2 OF 4

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER *(Type or print)*		16A. NAME AND TITLE OF CONTRACTING OFFICER *(Type or print)*	
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA	16C. DATE SIGNED
(Signature of person authorized to sign)		BY *(Signature of Contracting Officer)*	

1. The following revisions are made to the statement of work

Section C-1.11, Additional Personnel Requirements, Fuel Distribution System Operators (FDSO), page 7. The third sub-paragraph regarding Refueler Operators has been moved to the appropriate sub-section, Fuel Truck Drivers/Operator on page 6.

- Figure 4, Receipts (All Grades), page 12. The mode of receipt for JP8 at OLF Bravo has been changed from PL, pipeline, to TT, Tank Track.

- Section C-2.3.3, Product Issues, page 12. The content of the section has been changed to better show that JP8 is loaded into commercial tank tracks at NAS Meridian, transported to and off-loaded at OLF Bravo during the normal workday.

- Section C-2.8, Inventory , page 19. The statement regarding the forwarding of documents from OLF Bravo to NAS Meridian has been corrected/completed

- Figure 12, Testing, page 20. Grade code JP5 has been changed/corrected to JP8.

- Section C-3.2.2.1.1, Cargo Tank Capacity, page 34. The section has been changed to show that cargo tanks shall be filled to the stated capacity but that levels may be changed to keep the entire unit within referenced size and weight standards.

- Appendix A, Government Furnished Equipment, page 51. The pantograph used at NAS Meridian has been identified as GFE.

2. Questions and Answers:

Question. What is the amount of personal property taxes on vehicles in the State of Mississippi?

Response. It is the contractor's responsibility to determine this.

Question. Is the latest change, dated July 27, 1999, to the Collective Bargaining Agreement going to be furnished with the next amendment to the solicitation? This change provides the wage rates for the Ground Fuel Services and the LOX Technicians and submitted to DESC on or about August 4, 1999.

Response. Yes. See attachment 1

Question. Section C-3.2.2.1.2, Sacrificial Devices. Existing trailers have emergency stop valves installed with piping extending from bottom of tanks scored around threads to provide sacrificial (weak) breaking points. It is my understanding that this meets the specifications of TTMA RP 86-98. Is this correct?

Response. Also note that TTMA RP 84-98, the testing of sacrificial devises, is referenced. It will be obvious whether the applicable valves with manufacture's tested sacrificial devises are installed.

Question. Section C-3.2.2.11, Emergency Dry Breakaway Coupler(s). This section states the couplers *should be* installed on each underwing fuel servicing hose and at the point where the hose attaches to the refueling piping or hose reel. Use of the term *should* indicates recommended but not mandatory as opposed to *shall* which would indicate a mandatory requirement. Please clarity.

Response. The most current version of the NATOPS 00-80T-109, paragraph 11.2.8, still uses the term *should* with regard to the installation of emergency dry breakaway coupler. In short, they are optional.

Question: No Evaluation Preference is reflected for Small Disadvantaged Business? Is this correct? If so, what is the reason for there not being one?

Response: There is an Evaluation Preference clause in the solicitation. See I238.02.

Question. Paragraph C- 1.1, states that Bravo Field will supply JP8 via commercial tank truck. However, the statement of work does not reflect that commercial tank trucks are loaded at the NAS Meridian Fuels Storage Area and trans-shipped to Bravo Field. Will the Statement of Work be updated?

Response. See the accompanying change. Section C-2.3.3 has been changed to show shipments of JP8 from NAS Meridian to OLF Bravo

Question. Paragraph C-2.2.1 refers to "hot refueling" at NAS Meridian. Appendix A identifies a pantograph for Bravo Field. but there is no pantograph listed as GFE for NAS Meridian. Was this an oversight and will Appendix A be updated?

Response. See the accompanying change. Appendix A has been changed to show the pantograph at NAS Meridian.

Question. It was mentioned at the site visit that the contractor may be required from time to time to defuel JP8 +100 into contractor owned vehicles. Will the government reimburse the contractor when required to change the filter elements due to JP8 +100 disarming the API 1581 filters?

Response. The discussion regarding JP8 +100 and defuels of such product indicated that it would be a rare occurrence. There are no provisions in the contract for dealing with JP8 +100 and the problems it may cause. Discussions with NAVPETOFF PS indicate there are service-wide procedures for warning pilots as to the type of fuel received and their responsibility for documenting and reporting such services. Those procedures should extend to NAS Meridian and serve to advise all concerned regarding potential problems.

Question. Paragraph C-3.2.1 6. It was stated during the site visit that the contractor had to use wide-lug/wide-groove tires only. Slicks cannot be used at NAS Meridian or Bravo Field. Will the SOW be updated to reflect this change?

Response. See the accompanying change. The base indicates they want refuelers configured with NON-FOD tires but not "slick" type tires because of over the road requirements.

Question. Will the new wage determination, distributed during the site visit, be formally incorporated into Solicitation?

Response. See attachment 2.

Question. The workload data provided does not reflect any Saturday, Sunday or Holiday historical data. Was this an oversight? We realize this would be covered via the Augmentation Line Item, but the historical data would greatly assist us in determining manpower requirements due to the 12-hour shift limitation.

Response. Exhibits 4 through 7 clearly show cold (truck) refueling (Cold Weekends) for NAS Meridian. There is no data for OLF Bravo because the field is closed on weekends and holidays.

C-1.11 Additional Personnel Requirements

Dispatcher/Computer Operator IV. Each Fuel Management dispatcher/computer operator, hereafter referred to as a dispatcher, shall be computer literate. He/she shall posses sufficient computer skills to use client/server applications in a Microsoft Windows NT environment. Those skills shall include the ability to logon; shutdown; initiate modems; manipulate files; install applications; send and receive email, and the use web browers to send and receive information. He/she shall also be proficient in the use of Microsoft standard office products such as Word, Excel, and Powerpoint, other commercial off the shelf applications, utilities; and custom software in such a manner that daily fuel operations are effectively and efficiently conducted.

Dispatchers shall be skilled in the use of the DESC Fuels Automated System (FAS). Those skills shall include the use of the real time dispatch system, the manipulation data within the Fuel Manager system and the related fuel management modules, and the capability to analyzing hardware/software related problems so as to maintain accurate input flow, data retrieval, and output validity. In addition, dispatchers shall be knowledgeable of radio communications, instructions/ regulations pertaining to fueling and defueling of Government and civilian aircraft, and Government forms used to document aircraft fuel servicing. They must demonstrate familiarity with the layout of the base and outlying fields as well as the airfield and aircraft parking areas and restrictions applicable to servicing aircraft within those areas. Individuals acting as dispatchers, shall be capable of communicating in English, both orally and in writing.

For stations that have implemented the Fuels Automated System (FAS), the dispatcher shall be trained to maintain dispatch records under the automated FAS program. Incumbent Contractors actively using the FAS system shall continue to provide FAS qualified dispatch personnel into the new contract period. New/first time Contractors shall arrange with the Navy Petroleum Office, Code PSPC, to have dispatch personnel FAS trained and certified prior to the beginning of the contract start date. Initial FAS training of in place contract dispatch personnel and new/first time contractor personnel will be provided at Government expense. Once initial (Government) training of contract personnel has been provided, the Contractor shall, to the maximum extent possible, be responsible for the continued training of dispatch personnel within the contract organization. Additional DESC funded training of contract personnel may be made available on submission of justification to NAVPETOFF PSPC.

Fuel Truck Drivers/Operators: Fuel Truck Driver/Operators shall be qualified to perform aviation and ground fuel servicing operations (fuel servicing and defueling operations) by mobile refueler and ground fuel servicing truck. Fuel servicing operators shall pass a Contractor administered base and flightline familiarization test, practical equipment/facility competency tests, and shall be certified as qualified and appropriate training records updated prior to operating mobile fuel servicing equipment unsupervised. The Contractor shall re-certify personnel annually or as requested by the COR. Operators shall be familiar with safety regulations applicable to aviation fuel servicing, and the airfield/base, and shall demonstrate a practical knowledge of and ability to inspect and maintain fuel servicing equipment and systems. Operators shall be capable of performing basic math, shall have a working knowledge of forms, and shall be able to communicate in English, both orally and in writing.

All drivers shall be licensed in accordance with the vehicle operating laws, regulations, and code for the state in which they will operate equipment and shall be/remain in compliance with all such requirements for the duration of their employment under this contract. The Contractor shall ensure that drivers required to operate vehicles and equipment on public roads are appropriately licensed for the class of vehicle to be operated on such public roads. Driver records appropriate to the class of license an employee holds, i.e., individual Department of Motor Vehicle (DMV) driving record, and a current record of physical examination or certification shall be maintained by the Contractor and made available to the COR on request. The Contractor shall ensure that all drivers' records are kept current throughout the term of the contract.

The tasks outlined in Section C-2.0 may require special skills, training, or certifications. The Contractor shall evaluate task requirements and provide qualified personnel to complete such tasks in accordance with all applicable laws and regulations.

Refueler operators/drivers qualified as outlined below shall perform the collateral duties of laboratory technician.

Fuel Distribution Systems Operator (FDSO). FDS operators shall be qualified to receive, handle, and issue a wide range of petroleum products and complete the accounting and administrative functions related thereto.

He/she shall have practical experience in all facets of fuel distribution systems to include, pipeline systems, storage tanks, pumps, valves, fuel monitors and filters, truck fill stands, used oil storage and disposal facilities, and service station facilities (manual and automated). He/she shall be able to convert gauge and temperature readings to quantities of products and shall be able to perform quality assurance functions. He/she shall be able to correlate pressures, temperatures and quantities as read from various gauges and meters normally found at a fuel facility. Operators shall have a basic understanding of written description and instructions pertaining to facility operations, shall be able to implement cyclic maintenance programs and safety programs relating to all aspects of facility operation and shall have demonstrated expertise in spill cleanup procedures, prevention and control measures, related equipment operation and maintenance. Operators shall have experience in inspecting trucks and other modes of conveyance and be capable of various types of petroleum sampling of storage tanks, trucks, fillstands, etc. Hazardous waste handlers shall be "certified" as required by Federal, State or local laws and Navy/base regulations as applicable.

Laboratory Technician. The laboratory technician shall have experience in conducting laboratory analysis of petroleum products commensurate with the level of testing to be performed. This experience shall include knowledge of the properties; characteristics and specifications of petroleum products, the sampling of petroleum systems from receipt to issue points, the operation, maintenance, and calibration laboratory equipment, record keeping; and laboratory safety procedures.

Cryogenics Systems Operator/Supervisor. Cryogenic system supervisors and operators shall be fully knowledgeable in the fundamentals of cryogenics as outlined in the most current version of OPNAVINST 4790.2 and references thereto. Cryogenic system operators shall have a minimum of two (2) years experience in the receipt, storage, and issue of cryogenic products (LOX/LN2), inspection and maintenance of cryogenics tanks, portable servicing carts, liquid to gas converter systems and/or those systems applicable to NAS Meridian. Operators shall be thoroughly familiar with Aviation Breathing Oxygen (ABO) sampling apparatus, tools, regulations, directives, and safety procedures. Cryogenic system supervisory personnel shall have a minimum of three (3) years experience and shall have supervised a cryogenics facility and personnel for at least one (1) year.

C-1.12 Notification of Correspondence and Visits

The Contractor shall immediately notify the COR of a visit or a notice to visit by any federal, state, or local officials or agencies, and provide copies of all correspondence resulting from such visits.

Figure 4: Receipts (All Grades)

Year	Product	Mode	Number of Receipts	Total Gallons Received	Average Receipt
FY96, NAS Meridian	JP8	PL	41	19,479,181	475,102
FY97, NAS Meridian	JP8	PL	28	14,522,704	518,668
FY98, NAS Meridian	JP8	PL	36	15,429,279	528,591
FY99[1], NAS Meridian	JP8	PL	34	13,261,805	390,053
Total			96	40,320,084	420,001
FY96, OLF Bravo	JP8	TT	78	624,000	8,000
FY97, OLF Bravo	JP8	TT	25	200,000	8,000
FY98, OLF Bravo	JP8	TT	59	472,000	8,000
FY99[1], OLF Bravo	JP8	TT	59	472,000	8,000
Total			221	1,768,000	8,000
FY96, NAS Meridian	MUR	TT	Not Available	Not Available	Not Available
FY97, NAS Meridian	MUR	TT	11	92989	8454
FY98, NAS Meridian	MUR	TT	13	110257	8481
FY99, NAS Meridian	MUR	TT	10	84968	8497
Total			34	288214	8477
FY96, NAS Meridian	LS2	TT	Not Available	Not Available	Not Available
FY97, NAS Meridian	LS2	TT	8	60795	7599
FY98, NAS Meridian	LS2	TT	6	45459	7577
FY99, NAS Meridian	LS2	TT	7	53272	7610
Total			21	159526	7596

(1) Mode of receipt: PL for pipeline, TT for tank truck, for TW tank wagon, B for barge.

◊ Requirement: The Contractor shall receive and inventory all aviation fuel without causing operational delays.

- ✓ The Contractor shall immediately notify the COR of any operational discrepancies. All individual bulk deliveries of petroleum products in excess of 3,500 gallons shall be corrected to standard temperature of 60 degrees Fahrenheit in accordance with table series of the API tables.
- ✓ The Contractor shall prepare all documents required for product receipt in accordance with Section I, Clause I119.06.

➢ Minimum Performance Standards:

- ✓ No fuel spills due to Contractor negligence or misconduct.
- ✓ No Contractor caused delays during tank truck receipt operations.
- ✓ All samples taken and tests conducted in accordance with MIL-HDBK-200G and local directives.
- ✓ All documents, including post receipt inventories, one hundred percent complete and forwarded to fuel accounting by 0900 daily.

C-2.3.3 Product Issues

JP8 is transferred (issued) to refueler at the bulk storage facility via the fillstand system, facility 11, that is within the Centroid area approximately 1.3 miles from bulk storage. Bulk output is roughly equivalent to receipts and the subsequent transfer to OLF Bravo, issues to aircraft, GSE, and the jet engine test cell site. One of the three storage tanks shall normally be kept in the ready-to-pump (issue) mode to supply product to the fillstand system on demand. Except for scheduled maintenance and other occurrences of which the fuel dispatch center has been notified the Contractor shall maintain a tank and the fillstand system in the ready-to-issue mode.

JP8 is transferred by commercial tank truck from NAS Meridian to OLF Bravo Field. All commercial truck fills at NAS Meridian and the off-load at OLF Bravo Field are normally accomplished during the hours outlined in Figure 1.

C-2.8 Inventory

Inventory is defined as the physical measurement of products in terms of volume and temperature, the documentation of those measurements, and the conversion of observed measurements to standards recognized by the petroleum industry. The Contractor shall be responsible for the inventory of petroleum and cryogenic products held by or within facilities, equipment, tanks, and vehicles the responsibility of or under Contractor control. The Contractor shall provide accurate inventories of all products as outlined by DOD 4140.25, Bulk Petroleum Management Policy, NAVSUP Volume II, Supply Ashore, and other Navy regulations and local instructions.

Inventory documentation consisting of gauge, receipt and issue documents, and other forms, logs, and reports as may be used to compile, compute, and validate accurate product inventories shall be forwarded by the fuel accounting office by 0900 Monday through Friday. Weekend/holiday inventories and documentation shall be forwarded to the fuel accounting office on the first duty day following the weekend or holiday.

Fuel Automated System (FAS) modules, files, and records applicable to product inventories shall be updated daily.

Inventory documents for OLF Bravo Field shall be forwarded to the fuel accounting office at a time mutually agreed to by the COR and Contractor.

◊ Requirement: The Contractor shall fully account for all cryogenic products under its control.

- ✓ The Contractor shall establish inventory procedures agreeable to the Government.
- ✓ The Contractor shall fully document all inventories.
- ✓ Daily inventory forms shall be validated/signed by the Contract manager or his/her representative.

➢ Minimum Performance Standards:

- ✓ Documentation to the Fuel Division by 0900
- ✓ One hundred percent accuracy of inventory documentation.
- ✓ All documentation neat and legible.

C-2.9 Product Quality Surveillance

The Contractor shall prepare and maintain a Product Quality Surveillance Plan (PQSP) outlining policies and procedures to ensure products under the Contractor's care remain on specification at NAS Meridian and OLF Bravo Field. The PQSP shall include, but is not necessarily be limited to, product receipts, storage, and issue sampling, testing of samples, the disposition of samples taken, and documentation of the quality surveillance function. On acceptance, the PQS shall be incorporated into the contract. The COR will review the PQSP as necessary during the term of the contract and communicate the need for changes to the Contractor via NAVPETOFF and the DESC Contracting Officer.

No petroleum product shall be received or issued until product quality determinations and confirmation of conformance with specifications. Products shall be issued on a first-in, first-out basis unless otherwise specified or directed by the COR. Anytime product is received into a tank, regardless of source or reason, it shall be suspended from issue pending quality conformance sampling and notification of test results.

C-2.9.1 Sampling

The Contractor shall take all samples, i.e., receipt and transfer, weekly Type "C" for trucks, fillstands, and daily visual samples, and shall deliver those requiring analysis to the NAS Meridian fuel laboratory for testing. Sampling, shall be taken in accordance with the API Manual of Petroleum Measurement Standards (MPMS), Chapter 8, Section 1, Manual Sampling of Petroleum and Petroleum Products, as supplemented by local instructions. Local instructions will dictate the location of samples to be taken, the frequency, quantity, minimum tests required and sample retention procedures applicable to NAS Meridian.

C-2.9.2 Testing

The Contractor shall conduct all testing of all products within the limits and capabilities of the station fuel laboratory. Unless otherwise specified, fuel shall be tested, as required by MIL-HDBK-200G and NAVAIR 80T-109. Calibration of laboratory test equipment and the replacement of standards shall be conducted by the Contractor and shall be included in the PM plan. Personnel performing quality testing shall be trained and qualified as outlined in Section C-1.11.

Figure 12: Workload Factors, Quality Assurance

Quality Surveillance Sampling and Testing						
Total Samples[1]		Total Tests[2]				
		Visuals[3]	API Gravity	Particulate by CFD	AEL Water	Flash Point
JP8	2240	2240	164	850	850	164
MUR	13	13	13	0	0	0
LS2	8	8	8	0	0	0
JP8 (Bravo)	516	516	115	250	250	115

(1) Total samples, by grade, for the past fiscal year to date.
(2) Tests on the various samples drawn.
(3) Visuals include visual inspection for particulate matter, free water, color, and appearance.

C-2.9.3 Record Keeping and Reports

The Contractor shall establish and maintain a filing system relevant to quality surveillance records and keep all such records in a neat, orderly manner. Historical product quality records shall be kept on file for the duration of the contract and be made available to the COR on request. All quality surveillance records and logs are the property of the Government.

C-3.2.1.4 Mirrors and Glass

All trucks and tractors shall be equipped with large, truck type exterior rear view mirrors located and mounted so as to provide the driver a clear view of the rear along both sides of the vehicle or trailer. Mirrors as well as windshields, windows, turn signals, reflectors, clearance and brake lights shall not be cracked, broken, fogged or distorted in a way that would impede the driver's vision or prevent a clear signal to other traffic.

C-3.2.1.5 Fenders and Mudguards

Fenders and mudguards shall be installed over the wheels of the tractor to fully protect the cargo tank and pumping system. Front fenders/mudguards may be tractor or trailer mounted. Non-functional skirting and flashing is prohibited.

C-3.2.1.6 Tires

All tires shall be of a non-Foreign Object Damage (FOD) type of wide lug/wide groove, tread design. The tread of wide lug/wide groove tires shall not taper to less than three-quarters of an inch (3/4") wide at any point of the tire when it is mounted and inflated to the specified pressure. Treaded tires shall be replaced when the tread groove depth, measured at any point of the major groove, is less than one-eighth of an inch (1/8") for front (steering) tires or one-sixteenth of an inch (1/16") for all other tires. See 49 CFR Part 393 Sub-Part G regarding specific tire restrictions.

C-3.2.1.7 Exhaust

The exhaust system of all trucks/tractors shall consist of a standard commercial muffler and a spark arrestor. The spark arrestor shall be approved under USDA Forest Service Standard 5100.1b as supplemented by the NWCG Spark Arrestor Guide, General Purpose and Locomotive (GP/Loco) Volume 1. The spark arrestor shall have a clean out plug. Where flexible exhaust pipe is used to absorb engine torque, a short section, no longer than 18 inches may be used. Exhaust systems shall be configured as follows:

NOTE

A spark arrestor is not required on trucks equipped with turbo diesel engines where 100 percent of the exhaust passes through the turbo unit.

C-3.2.1.7.1 Front/Side Mount Fuel Components

Several configurations dictate the exhaust system be forward mounted. On fuel servicing tractor/semi-trailers where the pumping system components and piping are mounted on the rear tractor chassis, on the front of the tank over the rear tractor chassis, and on cargo tank motor vehicles where components are mounted on the chassis between the cab and the tank or along the chassis under the tank and just behind the cab, the muffler and spark arrestor shall be mounted at the front of the engine with the exhaust outlet directed toward and exiting at the right extreme of the front bumper, opposite the driver's side of the unit. The exhaust outlet shall point toward the ground at a 45-degree angle and terminate no higher than 18 inches above the ground. Exhaust piping, shielded or otherwise, shall not terminal under the truck cab or tank.

C-3.2.1.7.2 Under-Trailer/Rear Mount Fuel Components

On fuel servicing equipment configured with the pump, system components, and piping mounted under the trailer and to the rear of the trailer landing gear, or on the rear of the trailer or truck chassis (behind the tank), a shielded commercial exhaust system as described in NFPA 407 may be installed. Exhaust piping, shielded or otherwise, shall not terminal under the truck cab or tank

C-3.2.2 Refuelers, General

Contractor provided refuelers (fuel-servicing trucks/trailers configured to issue filtered product, and defuel and filter product being returned to the cargo tank) shall meet the specifications outlined herein. The design and construction of new refuelers shall be such that the cargo tank meets DOT 406 specifications; however, cargo tanks built to MC 306 specifications are acceptable. Refueler components shall be applied in accordance with the most current edition of NFPA 407, Standards for Aircraft Fuel Servicing. Should a conflict between specifications arise, the more stringent requirement shall apply. All components, except the PTO drive mechanism and the tractor to trailer electrical, air, and hydraulic lines, shall be contiguous to the cargo tank/frame (semi-trailers), or the entire prime mover/refueler shall be a cargo motor tank. A hydraulic cooling system, if installed, may be tractor or trailer mounted. Regardless of the refueler/truck configuration, all connections, i.e., recirculation, bottom loading, defuel stub, overfill protection devices, grounds, deadman controls, or otherwise shall be located on the left, the drivers side, of the vehicle.

NOTE

Refuelers configured with permanently installed tank to tractor--tractor to tank product transfer hoses or belly hoses, will not be considered for use under this contract.

NOTE

This specification identifies the requirement for refuelers configured to defuel. How equipment is designated and used will be as mutually agreed upon by the Contractor and contracting activity.

C-3.2.2.1 Cargo Tank

All cargo tanks shall be constructed of aluminum or stainless steel. New tank construction shall conform to DOT 406 specifications as outlined in the CFR Title 49, Transportation; however, used cargo tanks constructed to MC 306 specifications are acceptable. Unless specified otherwise herein, the provisions of 49 CFR 178 and the most current subpart applicable to specification DOT 406 and MC 306 apply. Furthermore, all referenced guidelines for the construction, use of materials, inspections, certifications, marking, and stamping of cargo tanks or components thereof, also apply. The cargo tank shall be one compartment with the appropriate baffles. Each baffle shall be open at the baffle/tank top to allow venting between all baffled areas at the 600 GPM fill rate. Openings at the baffle bottom/tank floor shall allow the flow of lading to the tank suction point at the 300 GPM issue rate. The entire tank shall drain completely to a low point. The tank shall be designed so that all portions are accessible for inspection, cleaning, and maintenance. Each cargo tank shall be marked with a specification and nameplate as outlined in 49 CFR 178. In addition, 49 CFR, Part 180, Subpart A, General, and Subpart F, Qualification and Maintenance of Cargo Tanks shall apply.

NOTE

MC 302, 303, and 305 specification cargo tanks will not be considered under this contract.

C-3.2.2.1.1 Cargo Tank Capacity

Cargo tanks provided shall have a **minimum capacity of 8,000 gallons** plus the appropriate expansion space. Cargo tanks shall be filled to capacity or a standard capacity as close as possible to the minimum capacity that will keep the entire unit, prime mover, cargo tank or semi- trailer, and ladding, within the size and weight standards outline in Section C-3.2.1. Actual capacity may be may be adjusted during the equipment inspection noted in Section C-3.3.2. Efforts to minimized ladding, i.e., 6,000 gallons in an 8,000-gallon cargo tank, to accommodate smaller or undersized power units will not be excepted.

Facility	Item/Component Description (Item, manufacture, size, rating, and other descriptive information)[1]	Qty	PM[2]
014	Tank, MUR, 10,000 Gallon, Phoenix Products, Inc. Envirovault	1	W
	Valve, Flow Control with Pilot, Smith, 3"	1	Q
	Pump/Motor (Issue), Red Jacket, 1.5 HP	1	Q
	Valve, Check, Dubugque, 3"	1	Q
	Meter, Liquid Control	1	S
	Counter, Veeder-Root	1	S
	Valve, Plug, WGB, 3"	1	Q
	Valve, Plug, Muller, 4"	1	Q
	Valve, Check, Watts, 4"	1	Q
	Pump, Gorman Rupp, Centrifugal	1	Q
	Motor, Baldor, 5 HP	1	Q
	Valve, Flow Control with Pilot, ACV, 4"	1	Q
	Loading Arm, OPW with 6" commercial coupler	1	M
	Deadman Control	1	Q
	Dispenser/Meter Assembly, Tuthill	1	S
	Filter, 15 GPM	1	C
	Hose Assembly, Dayco, ¾" X 12'	1	A
	Nozzle, Service Station Type, OPW	1	M
014	Tank, LS2, 10,000 Gallon, Phoenix Products, Inc. Envirovault	1	W
	Valve, Flow Control with Pilot, Smith, 4"	1	Q
	Pump/Motor (Issue), Red Jacket, 5 HP	1	Q
	Valve, Check, Dubugque, 4"	1	Q
	Meter, Liquid Control	1	S
	Counter, Veeder-Root	1	S
	Valve, Plug, Muller, 4"	2	Q
	Valve, Check, Watts, 4"	1	Q
	Pump, Gorman Rupp, Centrifugal	1	Q
	Motor, Baldor, 15 HP	1	Q
	Valve, Flow Control with Pilot, Smith, 4"	1	Q
	Loading Arm, OPW with 6" commercial coupler	1	M
	Dispenser/Meter Assembly, Tuthill	1	S
	Filter, 15 GPM	1	C
	Hose Assembly, Dayco, ¾" X 12'	1	A
	Nozzle, Service Station Type, OPW	1	M
	Tank, JP8, 2,000 Gallon (Stripping/Sample Recovery)	1	W
	Pump, Roper (Suction/Discharge)	1	Q
	Reduction Gear	1	Q
	Motor, Baldor, 5 HP	1	Q
	Valve, Gate, Morrison, 2"	6	Q
	Hose Assembly, 2" X 12' with quick disconnect fittings (Suction /Discharge)	1	A
	Pantograph, Gammon Technical, 2 X 10'	1	M
	Emergency Dry Break Away Couple, Aeroquip	1	Q
	Hose Assembly, 4" X 10'	1	A
	Couple, Quick Disconnect, Aeroquip	1	Q
	Hose End Pressure Regulator, Carter, 55 PSI	1	C
	Nozzle, Carter	1	M

July 27, 1999

Re: Collective Bargaining Agreement (CBA) Changes

Listed below are the changes to the CBA that FOUR WINDS Services Inc. and the International Association of Machinists and Aerospace Workers agreed to this date. They will become effective 10/1/99.

1. Article II, Section 2.01, page 3, 2nd paragraph, 1st sentence: The Union acknowledges the Company's operations consist of providing aircraft fuel distribution, grounds fuel servicing, and liquid oxygen (LOX) servicing to the United States Navy at the Meridian, Mississippi Naval Air Station (McCain Field) and Bravo (Joe Williams) Field.

2. Article X, Section 10.02, page 20, Shift times for Grounds and LOX servicing are as follows:

First Shift starts:	After 4:00 a.m. but before 12:00 p.m.
Second Shift starts:	After 12:00 p.m. but before 8:00 p.m.
Third Shift starts:	After 8:00 p.m. but before 4:00 a.m.

3. APPENDIX 2, add the following rates for grounds fuels and LOX servicing:

	10/1/99 – 9/31/00	10/1/00 – 9/31/01
Grounds Servicer under 1 year	12.29	12.78
Grounds Servicer Over 1 year	13.08	13.60
LOX Technician	13.08	13.60
Lead LOX Technician	14.42	15.00

FOUR WINDS Services Inc.

By: _____

International Association of Machinists and Aerospace Workers

By: _____

By: _____

ATTACHMENT 1

REGISTER OF WAGE DETERMINATIONS UNDER
THE SERVICE CONTRACT ACT
By direction of the Secretary of Labor

William W. Gross Director
Division of Wage Determinations

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION
WASHINGTON, D.C. 20210

Wage Determination No.: 97-0266

Date of Last Revision: 07/23/1997

State(s): Mississippi

Area: MISSISSIPPI COUNTIES OF LAUDERDALE.

** Fringe Benefits Required For All Occupations Included In This Wage Determination Follow The Occupational Listing **

OCCUPATION	MINIMUM HOURLY WAGE

Employed on Department of Defense contract for aircraft refueling services at the Naval Air Station in Meridian at the above locality:

In accordance with Sections 2(a) and 4(c) of the Service Contract Act, as amended, employees employed by the contractor in performing the above services and covered by the collective bargaining agreement(s) between Four Winds Services, Inc. and International Association of Machists and Aerospace Workers, Local 2793, AFL-CIO are to be paid wage rates and fringe benefits set forth in the bargaining agreement(s), effective April 1, 1997 through September 30, 2001.

**** UNIFORM ALLOWANCE ****

If employees are required to wear uniforms in the performance of this contract (either by the terms of the Government contract, by the employer, by the state or local law, etc.), the cost of furnishing such uniforms and maintaining (by laundering or dry cleaning) such uniforms is an expense that may not be borne by an employee where such cost reduces the hourly rate below that required by the wage determination. The Department of Labor will accept payment in accordance with the following standards as compliance:

The contractor or subcontractor is required to furnish all employees with an adequate number of uniforms without cost or to reimburse employees for the actual cost of the uniforms. In addition, where uniform cleaning and maintenance is made the responsibility of the employee, all contractors and subcontractors subject to this wage determination shall (in the absence of a bona fide collective bargaining agreement providing for a different amount, or the furnishing of contrary affirmative proof as to the actual cost), reimburse all employees for such cleaning and maintenance at a rate of $4.25 per week (or $.85 cents per day). However, in those instances where the uniforms furnished are made of "wash and wear" materials, may be routinely washed and dried with other personal garments, and do not require any special treatment such as dry cleaning, daily washing, or commercial

laundering in order to meet the cleanliness or appearance standards set by the terms of the Government contract, by the contractor, by law, or by the nature of the work, there is no requirement that employees be reimbursed for uniform maintenance costs.

**** NOTES APPLYING TO THIS WAGE DETERMINATION ****

REQUEST FOR AUTHORIZATION OF ADDITIONAL CLASSIFICATION AND WAGE RATE
{Standard Form 1444 (SF 1444)}

Conformance Process:

The contracting officer shall require that any class of service employee which is not listed herein and which is to be employed under the contract (i.e., the work to be performed is not performed by any classification listed in the wage determination), be classified by the contractor so as to provide a reasonable relationship (i.e., appropriate level of skill comparison) between such unlisted classifications and the classifications listed in the wage determination. Such conformed classes of employees shall be paid the monetary wages and furnished the fringe benefits as are determined. Such conforming process shall be initiated by the contractor prior to the performance of contract work by such unlisted class(es) of employees. The conformed classification, wage rate, and/or fringe benefits shall be retroactive to the commencement date of the contract. {See Section 4.6 (C)(vi)} When multiple wage determinations are included in a contract, a separate SF 1444 should be prepared for each wage determination to which a class(es) is to be conformed.

The process for preparing a conformance request is as follows:

1) When preparing the bid, the contractor identifies the need for a conformed occupation(s) and computes a proposed rate(s).

2) After contract award, the contractor prepares a written report listing in order proposed classification title(s), a Federal grade equivalency (FGE) for each proposed classification(s), job description(s), and rationale for proposed wage rate(s), including information regarding the agreement or disagreement of the authorized representative of the employees involved, or where there is no authorized representative, the employees themselves. This report should be submitted to the contracting officer no later than 30 days after such unlisted class(es) of employees performs any contract work.

3) The contracting officer reviews the proposed action and promptly submits a report of the action, together with the agency's recommendations and pertinent information including the position of the contractor and the employees, to the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, for review. (See section 4.6(b)(2) of Regulations 29 CFR Part 4).

4) Within 30 days of receipt, the Wage and Hour Division approves, modifies, or disapproves the action via transmittal to the agency contracting officer, or notifies the contracting officer that additional time will be required to process the request.

5) The contracting officer transmits the Wage and Hour decision to the contractor.

6) The contractor informs the affected employees.

Information required by the Regulations must be submitted on SF 1444 or bond paper.

When preparing a conformance request, the "Service Contract Act Directory of Occupations" (the Directory) should be used to compare job definitions to insure that duties requested are not performed by a classification already listed in the wage determination. Remember, it is not the job title, but the required tasks that determine whether a class is included in an established wage determination. Conformances may not be used to artificially split, combine, or subdivide classifications listed in the wage determination.

NOTE:

In accordance with Section 4(c) of the Service Contract Act, as amended, the wage rates and fringe benefits set forth in this wage determination are based on a collective bargaining agreement(s) under which the incumbent contractor is operating. The wage determination sets forth the wage rates and fringe benefits provided by the collective bargaining agreement and applicable to performance on the service contract. However, failure to include any job classification, wage rate, or fringe benefit encompassed in the collective bargaining agreement does not relieve the successor contractor of the statutory requirements to comply as a minimum with the terms of the collective bargaining agreement insofar as wages and fringe benefits are concerned.